## 1868 TO 1888.

Uptown as It Is and as It Will Be-The New Boulevard and Its Relation to Broadway-The Tract Above One Handred and Fifty-fifth Street and Its Fature Subdivision—Outline Maps of the City in 1888—Its Thoromphiares and Haunts of Fashion—What Had Already Been Done and What Has Been Done in 1867—Governing Principles and Considerations—A Peep Into the Fairyiand of the Fature.

Assuming the population of this city to be nearly one million, which will not materially vary from the actual number, and further assuming that its increase for the next quarter of a century is to con-

increase for the next quarter of a century is to con tinue in the same proportion as for the last fifty years, the year 1900 will open with two millions of people on this island. In less than ten years, calculating from the rate of the last ten, the whole territory south f 135th street will have been built upon, and in less than afteen years there will be scarcely a vacant lot south of ingsbridge. Portions of the marshy ground on the Rariem river will probably remain unoccupied until the last, nor is it probable that building will limit meelf to the successive opening of streets and ap after opening, and cross streets follow at convenient tervals, though a radiation from cantros like Hariem, Yorkville and Bloomingdale is likely to be the principle which will control the settlement of the upper part of the island. It is generally conceded that on the tract west of the Central Park are founded the future Fifth west of the Central Park are founded the latter which avenues of the metropolis, while the eastern tract has the same likelihood of becoming the home of the manufacturing interest and of the laboring masses. Owing to the shape of the island there is no doubt but that the lengthwise avenues should be of greater width and more commodious than the cross streets, the latter being simply so many feeders to the former. The existing avenues of the city are already inadequate, being travel up and down the city, in proportion to cross-wise travel, will ever be materially lessened, the imriance to the upper portion of avenues of sufficient mber and width is conclusively demonstrated. In the e of the case, every street running north and south will be a thoroughfare, into which every cross street will pour its augmentations of carriages and pedestrians. The tendency of population being in the morning sout hward and again at evening northward, the longitudinal f which the latitudinal streets will represent the cir-mation. Streets leading to forries and bridges on teral shore are likely to take the nature of transerse thoroughfares, and should be of more than ave-ge width, but these will be few in comparison with therefore, a topic that admits of no little discussion, and is a question for the intelligent determination of which considerable knowledge and discriminative ability are needed. With the exception of Fourth avenue, which the general width of the avenues of the city seems to have been fixed at 100 feet, and this width has been generally adopted as sufficient for the purposes of ordi mary thoroughfare. Pennsylvania avenue, Washington, is 170 feet in width, and other avenues in that city vary from 120 to 160 feet. Market street, Philadelphia, is 100 feet, and Broad street is 113; while the remaining streets of that city vary from fifty to sixty-six feet. Commonwealth avenue, Boston, bas lately been widened and planted with rows of trees, and there is a general tendency to widen thoroughfares beyond the New York limit of one hundred feet. Brookiyn has its Atlantic avenue of 120 handsomest of European streets, is 130 feet broad; Unter den Linden, in Berlin, is about 300 feet wide, and there is every probability that the upper avenues of New York will be made materially to exceed the lower ones in breadth. The necessity for this is apparent, if the em of gridironing the upper portion of the metropolis with street railroads is to be permitted. It should be remembered, however, that every additional foot in width is an addition to the expense of grading, and that there is a tendency on the part of provincial cities to adopt a scale of ornamental widths which it would hardiy be advisable to adopt on the eastern tract, where manufacturing and storehouses are likely to demand all able space. On the western tract a scale of ornanental breadths would, on the other hand, be quite per sible, and will no doubt be very generally adopted. Here are to be located the ornamental boulevards of the metropolis; here is to be the centre of fashien, and here

the beginning of the present century, the city rew by a sort of irregular accretion process and conerably as convenience or fancy happened to dictate nd it was not until 1897 that any attempt was made to onform the city to a general plan. April 3, 1807, Governeur Morris, Simeon De Witt and John Rutherford, as a commission to lay out the city north of the Fitzroy road (now Gaussevoort street), Art street (now Astor place), and North street (now Houston street), cast of the lowery. At this time the New York Hospital was the northerly limit of improvement; canal street was the northerly limit of improvement; cansi street was simply a canal running athwart the Lispenard Niedows; the stdewalks of Broadway had been paved as far north as Murray street, and the City Hall Yark had just been enclosed with a post and rail fence. The commissioners filed their report on date of April 1, 1811. The actual laying out of the streets, avenues and places designated in this report was afterwards committed to John Landel, Jr., who completed the first valuable set out of the plant of the first valuable set of the complete with the co

any one man on this northern half of the mind is about 400 acres, and within its area are situated several public institutions, of which the most prominent are the buildings of the Deaf and Dumb institute, the Blind Agylum, the Juvenile Agylum, the public school at Tubby Hook and the Nongle Cemetry. The tract is one emisently fitted for villa sites, the principal drive leading to which will be the continuation of Breadway by way of Bioomingdale road and Eleventh avenue.

It is difficult to form a conception of the metamorphosis to be wrought by this new Boulevard. Five years from this time the miserable shantles and lanes which now distigure this portion of the city will have passed away and splendin palaces and broad regular streets will have taken their places. The whole width allotted is 150 feet, for the division of which several plans have been proposed. The following plan has met with very general approbation and is likely to be adopted:

[Feet, 15]

Carriageway in the middle.

Frot path, on one side.

Horse path, on the other side.

Grass and shrubbery beyond foot path.

Grass and shrubbery beyond horse path.

Iron railing on either side.

Two small streets with four sidewaiks.

Tron railing.

To line of houses.

Cometory, through winch the drive passes. Below 106th street the divergencies of the Boulevard from the old wind of straightaing. The Elevanth average occupied high strough whence the grades slope in either direction for nearly the whole detanace to Manhatam ville vailey, and from this valley to 125th street and is also the macrest statement to the river which it was practicable to take—Twelfth avenue lying to a great extent under the bank of the river and forming naturally, therefore, a thoroughfare of traffic rather than one of fashion. The line of Heroatway, the Bloomingdale road and the Eleventh avenue is, moreover, rendered attractive if y many spots and locations of interest; low many spots and locations of interest; low many spots and locations of microst. However, the Park and the circle 400 feet in diameter at Fifty-mint street, the small transquare at 106th street, the Orphan Asymm, with a front of nearly 1,600 feet; triaity Cemetery, with a front of nearly 1,600 feet; triaity Cemetery, with a front of nearly 1,600 feet; triaity Cemetery, with a front of nearly 1,600 feet; triaity Cemetery, with a front of nearly 1,600 feet; triaity Cemetery, with a front of nearly 1,600 feet; triaity Cemetery, with a front of nearly 1,600 feet; triaity Cemetery, with a front of nearly 1,600 feet; triaity Cemetery, with a front of nearly 1,600 feet; triaity Cemetery, with a front of nearly 1,600 feet; triaity Cemetery, with a front of nearly 1,600 feet; the state of the state of the proper page of the avenue in mapping out the future of the oty. The duties devolving upon that body to consider of three specifications:

2 The improvement of Sixth and Seventh avenues to the Haries river, making over four miles of way.

3 The laying out and recutation of the general subdivision and excended of the same being already fixed by law as far as 135th street. A deep rock cut of more than the subdivision and excended to the same should be a subdivision and excended of the avenue in the country for the property of the page of the

of establishing a line of depots along the sheres of the Harlem river, principally devoted to the trade in coal, lumber, building materials and other supplies. The surveys of this company were completed in 1865; the line of the canal has been located and considerable portions of the land needed for basins and other appurtenances have been acquired. The line indicated hes along the Spuyten Duyvil valley, and includes the old canal which crosses the Kingsbridge road, constructed many years since to operate a mil. It is obvious that a considerable tract of land will be left between the line of this projected canal and the Spuyten Duyvil crock, and for this reason the arrangements for crossing it with a considerable tract of land will be loft between the line of this projected canal and the Spuyten Duyvil crock, and for this reason the arrangements for crossing it with avenues of land travel will be of the utmost importance, not only that they may be uninterruptedly convenient, but in the offect they will be likely to have on the administration of the commerce of the casal. In this connection it may be mentioned, also, that Hariem river above 156th streat is too narrow, varying in depth from five to thirty-live feet, and is obstructed by the piers of the several bridges that cross it above this point. Extensive flats are bared by low water, and if this river is to be made adaptable to purposes of trade a widening most take place, for which a readjusting of the exterior inner oblikheads will be necessary. Provision both for adequate waterway and for the health of the neighborhood demands this, and as the location of the exterior street along the first will be greatly affected by it the widening should take place at an early day.

By act of April 14, 1862, a permisient exterior street along the Harlem river, between the Sound and the Hudson river, was provided for. This street was laid out by authority of the Commen Council soon after its authorization with a widen of seventy feet, and measily runs upon land covered

Governing Principles and considerations,

1. It is obvious that the heavier business trails of the city will fail naturally into the more level and direct lines.

2. Depots of trade cannot but seek accommodations on or near the exterior streets along the shores of the two rivers.

3. Only a limited sub-division of the elevated surfaces between the rivers will be needed or even desirable, since those surfaces are the natural situations of the elegant suburban villas, which are to be and constitute a leading feature of the future uprown of the metropolis. It is pleasing to note that these principles have been carried out in their futness in whatever has been done thus far; and it may be as well to advise landholders in these locations suit all tleas of subdivision into rectanglar to be such as the submidued. These picturesque eminences cogit not, for the sake of taste, to be reduced to a regular geometry of squares and rectangles. Of lengthwise avonues it is obvious from the topography of the ground that no more than three are strainable for the whole length of the israed, owing to intervouing highlands. I wo of these must follow the immediate shores of the Hudson and Harlem rivers respectively, and the third will fall naturally upon the line of the Kingsbridge road. These may be considered as the future lines of longitudinal traffic, and anothe of air three pines with and moderately level grade. The latitudinal thoroughfares will or the accommodation of trade between the east side and the rising villages of Jersey.

The most important of these openings effects a natural provision for a street of traffic between a anhaltanillous of a former one, which has been widened on its southerly side. An avenue of traffic from Tubby Hock to the exterior street on the Harlem river. On the Hudson river side an exterior street has also been indicated, and the exterior street on the Harlem river.

The most important of the diver, the great powerning features of what has been done during the year. The table land from the Fark to

one hundred miles of streets have aiready been indicated which have not been opened, and ought not be except as wanted. It has been the aim of the Board, it therefore, to indicate and the a comprehensive plan of all roads, streets and squares which are ultime. The except of the content of the comprehensive plan of all roads, streets and squares which are ultime. The except of the content of the comprehensive plan of all roads, streets and squares which are ultime. It is sufficient to extend the comprehensive proper been taken into confideration, but also those of the future sub-cities on the Jercey shore, as well as the needs of the commerce which is hereafter to seek circulation on this part of the island. The Spuyten Buyyil creek is already crossed by several bridges no less than eight having been already completed, and there can be no doubt but that all the avenues leading to the Hariem river will be ultimately carried across to the mainland in a similar manner; for New York proper is no doubt ore long to form simply the core of a dense city radiating on all sides from Manhattan island, and through the midst of this metropolis, with its several millions of inhabitants, these rivers will be but allent highways analogous to those supplied to Faris and London by the Seine and themes. He necessity that this work should be done by men of broad and comprehensive views is, from these considerations, apparent. Rectifications of plans, where property has acquired immense value, are matters of great expense and difficulty. Huntrations of which for sight the metropolis has had enough of in the widening of streets down town, which should have been indicated and land out as thereogenera at the beginning. Twenty years after the filing of the plan of 1811 Harram street was widened from filty to ninety feet and called East Broatlway; a widening of second street on the west side, now west these hears, indicated and indicated and in the plan of the filing of the plan of 1811 per second to 1801 per second to 1801 per second to

|                        | Feet.    | CONTROL EXTENSION OF THE PARTY | 1   |
|------------------------|----------|---|-----|
| Walk                   | 22       | Trees   |     |
| Trees                  |          | Carriage road   |     |
| Carriage road          | 38       | Troes   |     |
| Trees                  |          | Walk  |     |
| Ride in the centre     | 30       | 20 20 20 20 20 20 20 20 20 20 20 20 20 2  |     |
| Total                  |          |   | 4   |
| In this plan no pr     | rovision | was made for stoop  | Ŧ   |
| yards, areas, railings | and th   | he like, which on Fifth   |     |
| nue occupy thirty !    | eet, an  | d which on any fastio   | na  |
| thoroughfare ought t   | o be ad  | mitted as necessary app   | tu: |
| nances. In plan No     | 2 the    | refore the middle ride  |     |
| jected and the subjon  |          |   |     |

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Any comprehensive plan for the laying out of a city ought to provide for the location of slaughter houses, markets, dumping grounds, and the means of disposing of the refuse of it, as sewage and the like. The improvement

rai topography of the ground, but by the existence of huge and almost world old trees upon the banks of the river.

It has been suggested also by the Board that Harlet lane should be widened from 110th street to Manhatta street, and that the latter should be widened for the purpose of subserving convanience of travel. The net Nisth avenue along the east of the grounds of the Corvent of the Sacred fleart was prescribed by law in 1864 and was fixed in width at one hundred feet. The te mination of this avenue seems to have been injudiciously indicated in the law, and the Board have moote the question of opening it into the Kingsondige road—ara Beakneck hill, by which means easy access to the plateau of the bill would be secured, as well as an east and direct thoroughfare of transit and travel across the city. The authority to extend Manhattan street we secured to the Board in 1806, and thus a wide street frough Manhattan valley has been indicated. To thoroughfare will have a general width of one hundre feet. It would be easy from these data to photograph an imaginative way the future of uptown; but this wor is more particularly the province of the magazinist, and however fascinating to the newspaper writer, whose is with kernels of fact, and not with bright colored husks of fancy, must be omitted. A more easible and eastisfactory conclusion may, however, be sked from the progress of the year [1857] in this work a summary of which is appended.

On the west side tract north of Sixty-seventh street and south of 155th atreet the following improvement have been reported!—

An exterior street has been laid out under the rive

and some few other features discussed in the course of this paper have been fixed upon and engrafted upon the ultimate ensemble of uptown. The grounds of the Convent of the Sacred Heart are not to be disturbed, and in the indication of the plan several eminences of rocky nature have been left to the discretion of their owners, streets and avenues being made to pass them with easy curvet. No completed and comprehensive plan bas, however, been as yet decided upon, though altogether the main features of the whole have been indicated. A decision in regard to Seventh avenue has been arrived at. Beyond these features, which are general, there remains, however, a great deal in the way of minute matters to be disposed of before the laying out of the northern tract can be said to have been completed.

## REAL ESTATE IN NEW YORK.

How Land Has Ipercased in Value, &c.
It is now 237 years since the passengers of a Dutch emigrant vessel landed on the point of the Battery and laid the foundation of this proud and populous city. In 1801 it numbered 61,000 people and Browlway ter-minated at Catharine, now called Anthony street, and beyond was a billy country, sloping on one side to a fresh water pond or kolek on the east and to the lowlands of Lispenard's meadows on the west. The limit of habitations or streets in which there were buildings was, on the North river side, Harrison street; on the East river the North river side, Harrison street; on the East river side Rutgers street, with very large spaces between, in which there were no dweilings. The houses on "Bouerie lane" (as was the early designation of that wide avonue now sacred to lager beer and Tony Paster, whilem the favorite tramping ground of the great unwashed and unterrified) furthest out of town were near Bullock, now

favorite tramping ground of the great unwashed and unterrified) turthest out of town were near Bullock, now Broome street, and on each side of these houses, aloping down to the river, was an open space of cultivated grounds and orchards. The outside street on the west side of the then town was Greenwich, from the Battery up to Cedar street, beyond which our Dutch ancesters, with the instinct inherited from Holland, had commenced another street, now called Washington, along the beach, steeling a portion of the Udda rights, which too waves revenged by dashing angrily against the ententh washington, and the property of the total rights, which too waves revenged by dashing angrily against the ententh washington, and the property was seen of the growth of the city and the necessities of that growth every obtacle has been obliged to give way. Streets have been extended and widened regardless of old associations and cherished sitachments. Graveyards, those populous cities of the dead, have not been sacred from the hand of improvement or the foot of progress, and the face of the earth, unovers and rocky, has been invelled to a sloping area of gentle undulation. An idea of the value in which property was beid then may be gathered from the fact that an offer of a free grant was made to the trustees of Trinity church or a pilot of ground containing about six acres, near the corner of Chani street and Broadway, which it was decided, on consideration, inexpedient to accept, as the land was not worth fencing in. Piace in contrast with that the sale of 10,170 square feet of land for \$405,000 a few days since in this immediate neighborhood, and mark the difference. The early Dutch settlers all located along the shores of the Hudson and the Sound, where the washings furnished them with promising soil, and abandoned the interior, which for long years after the outlying districts had answered to the enterprise of the hurbandman still romained abarren waste. This district is now pierced by the Fifth, Pourit and Sixth avenues, all

"dame" would have regarded in their time as utterly ridiculous.

Of the noticeable buildings erected between that period and the present the City Hall is the most remarkable, and, in its antecedents, formishes better evidence of the growth of the city than can be adorded by any aumiliar edifice whose history can be now learned. Its foundation was laid in 1803, and, as a remarkable contrast to the extravagance of the present day, it may be remarked that the appropriation for the attendant expense was only \$50 (scarcely enough to pay for cigars for the hack drivers in those times). The erection of the building progressed slowly. It cost, when finished, in 1812, \$633,734. In 1807 arrest commission ers were appointed to lay out the city into streets and squares, which work was performed by them after careful consideration. To them we owe the present admirable plan of the streets and avenues up town, where no crooked or winding thoroughfares confuse the stranger, and no curvine ways or cas de sac render it difficult for him to find his road to his boarding house (say at hight). About 1831 appeared the first sign of improve-

exterior and uniform architectural finish. Such was the early commoncement of New York city as it is; into what it has since developed facts furnish the best authority. There were commenced in this metropolis during the past year 1,736 buildings, comprising dwelling houses, first and second class; tenement houses, stores and warehouses, factories, workshops, stables, &c. The approximate valuation of these can be seen by an examination of the table which introduces them to notice in Superintendent. McGresor's report; and stores and warehouses factories, workshops, stables, &c. The approximate valuation of these can be seen by an examination of the table which introduces them to notice in superintendent McGregor's report; and the progress of the city can be well learned by a comparison of what has been done in the way of building and improving during the last ten years and what is going on now. Buring the last year there were commanced 1,726 buildings of various styles as contrasted with 1,659 last year. A comparison of the different styles of dwellings shows 370 commenced, as against 257 completed, of first class houses. In regard to the others Superintendent McGregor's report, not yet published, shows the following:—"The number of buildings erected during the year, divided as exhibited in the following table, is not without its lesson. In the Nineteanth ward there were completed 267 first class brick dwellings; thirty second class, and 114 of the third class, comprising tenement houses or places of that description. Of these the number and quality erected in the different wards were:—Of first class brick dwellings, the total number erected during the year 1807 was 156, of which 109 were completed." Upon examing these we find the gradual progress of New York city marked with figures, beyond which there can be no argument. Taking Superintendent McGregor's report as authority in the premises, we find of the buildings erected during the year the greatest number in the Nineteenth ward, the why or wherefore being a mere matter of speculation and one requiring some judgment in its understanding. There is no doubt that property is steadily increasing in value in this city. Evory lot put up for sale exhibits this result, and Brooklya, Jersey City and even Newark responds to quotations here. Beats, however, have gone up without cause, and aithough the goneral feeling among agents is that prices will advance, it may be safely stated that in the matter of real estate only an extraordinary demand will justify any increase in the rems at pr

## THE SPRING TRADE.

Trade-Slight Advance in Prices-Present State of the Market and Its Causes-Pres-pects of the Spring Season in the Clothing Basiness-Small Demand and Less Supply— The Shoe and Other Trades. Judging from the number of strangers in the city and

the general activity of leading wholesale houses, there is a prespect of some stirring of the stagnant, pool of business and trade this spring. In imported fabrice the fail trade and that of the winter were far less depressed than is generally supposed; indeed, during the latter part of November and the initial weeks of Decomber trade in imported and expensive fabrics was exceedingly brisk and rapid. Low prices had had the effect to stimulate demand, and at the schedule adopted by leading houses, there was conthe schedule adopted by leading houses, there was considerable buying in anticipation of real wants and of a higher schedule for the spring and latter part of winter. During the few weeks of mild weather which preceded the early storms of December, therefore, there was an unusual activity of the retail trade, which, with the advent of the cold weather, became more or less dormant, leaving retailers with large stocks on hand which must be sold. The consequences was a considerable do must be sold. The consequence was a considerable de-pression in retail prices for the latter part of December and the month of January—a depression which, how-over, principally affected retail dealers, having little effect on the market in general. This state of affairs is attested by the fact that, for two months past, the majority of failures have fallen among retail dealers metimes, out of the whole list for the week, there has not been a single wholesale failure, while re-The reason of this was principally a return of retailers to listen to the lessons of ordinary common sense, and the somewhat ill-judged theory on their part that people would buy, and that as long as goods were sold for each there could be no trouble. This theory, so far as the buying was concerned, was soon demonstrated to be a fallacy; and the fallacy having been demonstrated, buy nobody could sell, and retailers took to insolvency by the score and were driven to it for no other reason

than that they had refused to see what was plainly visible.

To is the testimony of experts that the importations of the past year have exceeded the normal demand for imported labrics by at least lifteen per cent; and the same estimate holds both of 1866 and 1865. This excess has been partially due to excess of European production. The European markets, as well as that of New York, have been overleaded with a three years' accumulation of manufactured fabrics or all kinds, 'principally, however, cloths and dry goods, and a general resort to the tender system—a mode of getting rid of goods somewhat similar to, though less open than, the American auction—has been the consequences. This excess of production in France, England and Gormany has been partially due to an anticipation of the immediate revival of the Southern demand, or at least a considerable percentage of it. This did not really take place, and the consequence was a large excess of fabrics in the market, there was no money at the South with which to buy was one of the results of the war; and one of the results of unsettled reconstruction has been that, not only has the South no money, but, owing to threats of confication and depression in the value of property, the South has reality no security to offer, and nence no credit. For two years this has been the case, and 1865 opens with no better prospect. There is no probability that the Southern trade will amount to anything even for the present soason. The new cop of New Orleans sugar and moissos has relieved the penuty of Louisiana to some extent, and the tradic between New York and New Orleans is likely to assume some briskness during the coming spring. This relief is purely local, however, and will not materially affect the general question of Southern demand, while the cotton crop has not ratified the anticipations of last summer eitner in extent or scale of prices, and little anticipation of trade can be based upon it. That which is true of the cotton crop is also true of the tobacco crop, though for a different reason. Owing to a necessary for self-support founded upon both want of money and want of credit, the tobacco producing districts of the South have been devoted largely to the production of cereais—a produce which has so lessened the tobacco production of Virginia and other States as to render it impossible to base any reasonable anticipation of trade upon this crop, hitherto one of the commercial staples of the South. Intelligent business man are correct, therefore, in heping nothing from and in laying no stress upon any anticipated revival of Southern demand for this season. That the South needs goods as granted; but the South has nothing with which to pay for goods, and, therefore, commercially speaking, the needs of the South are of no importance in estimating the trade prospect of the soason. Some few Southern buyers, principally from New Orleans, have bought sparningly for the spring trade, though mostly of comparatively inexpensive goods, and to supply the inexpensive and minediale necessities of Southern buyers, The effort which was made soon after the close of the war to establish sub-houses in the South apon the credit of leading New York Diram has proved an absolute failure. Several or these houses have failed; the larger number have not pally from heave not part to the mined as the new stables and the anticipations of the sure and the anticipation

schedols may be expected in the course of next month.

This advance has been based upon evidences of activity manifested within the past two weeks. Aiter a period of cautious survey and sounding of the market, buyers from the interior appear to have arrived at the conclusion that the over supply of goods which depressed the market has been absorbed, and they have, therefore, begun to invest with more availity than was at first anticipated. This has encouraged jobbers to make an advance of fen percent in centon goods and domestic fabrics, which, as manufacturers still hold their goods at the old prices, yields a small margin of profit and affords jobbers an opportunity to retrieve their losses to some extent. This action has also had the effect to stimulate the market, and buyers generally display more brakeness than for any season of 1867. Importations, too, have for the past three months been very limited, while to a great extent the manufactories of New England have been running on half time, and thus an opportunity has been given to work off both the encase of importation and the excess of domestic production. It is needless to say, therefore, that the dry goods market enters upon the spring soason with somewhat anguine anticipations, which are partly well founded and have in part a very slender foundation. The truth fig. the damand for 1568 is likely to be less than that of 1867. Vasit numbers of people who have thus far and hitherto been buyers are not of employment, and are thus left without means with which to buy. This class is composed monity of aritamenand operatives, who have been heretofore the largest buyers in the country in propurition to their means. It is soot too large an estimate to say that the number of buyers in 1886 will be still ease the still the summer; and, meantime, thore have been manufactures in general have for large and entire the summer.

Mean the summer is general of the full time system cannot, therefore, be anticipation of a heavy pring business may take warning from exemble

days; and, generally, New York is beginning to reapher zoiden harvest of country grain for the spring season.

A significant feature in connection with this subject is the sudden resumption of business by auctioneers—a resumption which, with the exception of the clothing trade, has been vasity successful for the past week in effecting sales to a larger amount than had been anticipated for the February trade.

A survey of the dry goods market for the spring season is, therefore, on the whole, encouraging; and should importations be limited and manufacturing romain as its present limitation of production for two or three months longer, there is every prospect of a recoperation of trade this season, accompanied by a complete absorption of the excess in the market. This effected, the mistake of 1855 and 1856 will have been retrieved at less cost to the commercial interests of the country than it was reasonable to expect even no longer age than last November. Considering all the olrounstances, a spring trade of moderate brishness, at firms prices and with a moderate profit to the jobber, may be reasonably anticipated. There is likely, on the whole (unless importation should be resumed in excess or manufacturers should take it into their heads to resume before the market will warrant a resumption of full production), to be a moderate spring trace at a mederate profit, with a tendency to advance in prices; and thus stands the fact and philosophy of the dry goods business for the opening season.

To a certain extent the remarks which have been made in reference to the dry goods business for the opening season.

To a certain extent the remarks which have been made in reference to the dry goods business are applicable to the clothing trade, though with some limitation so far as demand is concerned. Recuperation in this ramification of business is likely to be less rapid than in the dry goods business. It way be stated, however, that production has been for the past ix months very limited. In fact, a large portion of last

itally due to an anticipation of the immediate revival of the Southern demand, or at least a considerable percentage of it. This did not really take place, and the consequence was a large excess of fabrics in the market. There was no money at the South with which to buy was one of the results of the war; and one of the results of unsettled reconstruction has been that, not only has the South no money, but, owing to threats of confiscation and depression in the value of property, the South has really no security to effer, and nence no credit. For two years this has been the case, and 1868 opens with no better prospect. There is no probability that the Southern trade will amount to anything even for the present season. The new crop of New Orleans sugar and molassos has relieved the penury of Louisians to some extent, and the trailic between New York and New York and New York and New Orleans is likely to assume some concluded to resume manufacturing to any extent. For spring goods the demand is far, though not very importunate, and some few houses have ventured a trilling advance in prices, which has been accompanied with firmness in the market, but has not had the effect to incresse the domand appreciably. In the meantime manufacturers manifest a disposition to wait, having been caught napping in their anticipations for 1867, and therefore no resumption of this line of industry may be expected for the present, unless the coming month should manufest a briskness of business as unexpected as it will be unprocedented after a long season of over supply. This causion on the part of manufacturers has had the effect of causing large failures on the part of wholesale dealers in cloths, the number of suspensions in this line of business having been unprecedented for the past six months. An intelligent survey of this fleid, therefore, reveals the fact that while demand is likely to be limited, supply is likely to be limited to an equal extent. A moderate advance in prices for stocks our hand may therefore be anticipated; and to this may be added some briskness of competition, which has already begon to be felt. From the limitation of the demand, however, no complete resumption of manufacture would be true first and most immediate consequence, and would follow with a quickness accelerated by the present nervousness of jobbers and wholesalers. These facts are well understood by manufacturers and need not be added that the aggregate figures of the spring trade in clothing are likely to be small, while, nevertheless, a healthier and more confident condition of the market appears to be in a measure superseding the uncertainty of the fall and winter seasons. No very general retrieval of losses can be expected, though it is obvious that with the present state of the market no serious losses need with produce be incurred.

In the show business the demand is firm, and large. Cuban, Southern and Western shipments have taken place within the

## BROOKLYN INTELLIGENCE.

A FIREMAN KILLED, -George Snediker, a member of Engine Company No. 9, was killed on Friday night in Clinton avenue, while on his way to a fire at the corner of Hamilton street and Park avenue. The deceased had the tongue of the apparatus and switched it on the sidewalk at the corner of Myrtie and Clinton avenues. In going down the grade it became unmanageable and ran into a tree, crushing him fatally. Coroner Smith will hold an inquest over the body on Mouday morning.

Fatal Araquet — John Contin an add more died at his

FATAL ASSAULT .- John Comin, an old man, died at his residence, in Prospect street, yesterday, from the effect of injuries received from an assault committed on him by an unknown person in Classon avenue about a month since. Dr. Shepard held a post mortem examination on the body yesterday, and Coroner Smith will hold the inquest on Monday.

Alleged Burglany.—Nicholas Qubeck was arrested

yesterday morning on a charge of attempting to commit.
a burglary at the office of the District Attorney, S. D.
Morris. He was committed to answer.

Morria. He was committed to answer.

Assault.—Thomas Murray and Dennis Clare weretried in Justice Buckley's coult yesterday afternoon, the
former for assaulting a woman named Ana Horan with
a pistol, and the lattar for breaking in two doors in
Mrs. Horan's house. From the evidence it appears
Murray, who is a deputy sheriff, was in search of illent
distilleries, and under tue supposition that Mrs. Horan
had one in her house, endeavored to effect an entrance.
Mrs. Horan objected, when Murray drew his pistol and
strack her on the head with the handle. Clare at the
same time smisshed in two doors. The prisoners gave
bail in the sum of \$500 each to await the action of the
firand Jury.

A Boy of Firems Attenting to Shoot He Morney

Grand Jury.

A Box of Fiften Attempts to Shoot His Moture. A Boy of Fiven Attempts to Short his Mother.
William Abernethy, fifteen years of age, was yesterday
arrested on a charge of attempting to shoot his mother,
firs. Lydia Abernethy, of 312 South Fifth street, E. D.
The boy was convicted of the offence before Justice
Voorhies, who committed him to the House of Refuge. DESTITUTION IN THE EASTERN DISTRICT. During the month of January the Caristian Aid Society relieved one hundred and thirty-eight destitute families, consist-ing of five hundred and ten persons, in the Eastern Dis-

MEURING OF PROPERTY OWNERS,-A meeting of property owners on Fourth street, E. D., will be held in Washington Hall, Broadway and Fourth street, to mor-row evening, to discoss the project of widening that theroughters.